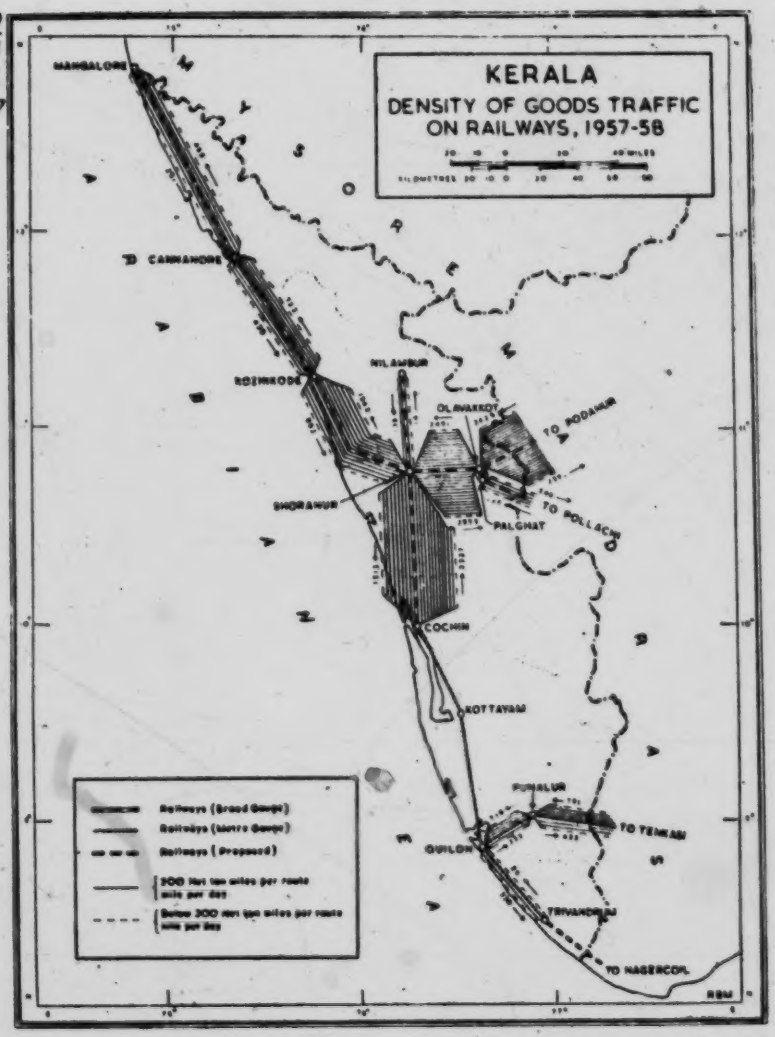
11: India G-4, 5 (1960-1961) 1962 AWll Kerala AWll

MAP 11

102
103
496
497



11: India G-4,5 (1960-1961) 1962 AWII Kerala AWII

for Kerala is to be ascribed to the State's high density of population.[1] Within the State, the districts of Quilon, Palghat, Calicut, Trichur and Cannanore are more favourably placed with regard to railways than others. Alleppey, which is least provided with railway mileage and facilities, and the districts of Kottayam and Ernakulam make up for their low railway mileage through roads and extensive waterways.[2]

8.8 The region south of Ernakulam and Cochin is served by the metre gauge line, and the region north of these by broad gauge. There is break of gauge in Ernakulam, involving transhipment of through traffic moving north or south as the case may be. Cochin harbour, however, is served by both gauges, the metre gauge giving access to the south, and the broad gauge to the north, and north-east of the State as well as the adjoining areas of the Madras State.

8.9 As the main railway line from Trivandrum to Kasargod lies almost all along the coast, except for the section between Ernakulam and Karthikapalli on the Ernakulam-Quilon section, railway facilities are not within easy reach of the eastern border areas of the State. Also a potential traffic route from Trivandrum to Tirunelveli *via* Nagercoil and Cape Comorin remains untouched by the railways.

8.10 On many sections of the railway within the State there is spare line capacity (Table 37).[3] Though at present Cochin-Shoranur section has some spare line capacity, it may be called on to handle considerable increases in traffic, requiring additional line capacity. In the hinterland of Calicut Port, however, there appears to be enough capacity to cope up with additional demands that industrial and port developments there may generate.

8.11 In the railway sections within the State, the traffic is not balanced. The inward (or import) movements generally trend to exceed the outward (or export) movements as measured by net ton miles per route miles, per day. The imbalance has been maximum on the Cochin-Shoranur line and had tended to increase. However, since 1955–57, the imbalance has tended to reverse its direction. Shoranur-Calicut, Shoranur-Punalur, Quilon-Trivandrum Central, Punalur-Quilon are other sections where imbalances may be observed. The twin problems of additional demands on line capacity and uneliminated imbalance of traffic are both likely to show up together on the Cochin-Shoranur line, as the traffic to and from Cochin harbour registers an increase.

8.12 The pressure of passenger-traffic bookings, already heavy at Calicut, Quilon, Ernakulam, Alwaye and Trivandrum Central, is likely to get very much accentuated since these are precisely the locations where growth of urban concentrations is likely to come about with the development of the new industries proposed by the National Council for the decade 1961–71.

[1] The backwardness is compensated by waterways, coastal movement and a working road and road transport system.

[2] The regional provision of railways is as follows:

	Mileage per 100 sq. miles	*Mileage per 100,000 population*
Travancore-Cochin area	3.13	2.56
Malabar area	4.22	5.02

[3] [Table 37, appearing on p. 294 of the text, has not been processed - Analyst]